

**Minutes  
Toll Bridge Advisory Committee  
Meeting of September 27, 2002**

**Schedule Update**

- October 4**      Transbay Terminal, Caltrain baby bullet, Dumbarton West service, MTC- Translink®; Solano County CMA
- October 11**    Projects Submitted by Bridge Corridor
- October 18**    First Evaluation of Projects

**CMA Association Presentation**

Mike Zdon presented the CMA Association proposal. The CMAs propose additional principles for the expenditure plan: Equity, Complement Existing Plans, Leverage Funds, 30-Year Budget, and Process. Most of the discussion centered on the proposal for process. The CMAs propose that four bridge group subcommittees evaluate subsets of projects, as relevant to the bridge group. Recommendations developed by the subcommittees would be reviewed by the entire Advisory Committee, and the resulting recommendations would be reviewed by agency policy boards. In response to questions, Mike noted that project sponsors would participate in all relevant bridge groups so regional projects would be represented in all groups. Several CMA directors noted that the process strives to achieve consensus. Mike Ivanhoe noted that he needs to be able to say there is consensus to sell the plan to Santa Clara County voters, who represent 25% of the regional electorate but only a small percent of bridge users.

Ezra stated that he also hopes for consensus, and the October meetings would be used to develop consensus. He felt the committee should move forward with the October 11 meeting to review projects by bridge corridor and decide then whether to break into bridge group subcommittees. Meetings in October and even into November could be used to develop consensus on project rankings. In response to questions, he noted that projects could be introduced once we begin to look at the proposals in each bridge corridor, if appropriate. The additional principles suggested by the CMAs will be addressed in the evaluation either as performance measures or principles.

In response to more questions, Ezra noted that a technical analysis of all the proposed projects — not an expenditure plan — will be presented at the October 18 meeting. Rod McMillan clarified that MTC views its role as strictly developing a technical analysis and helping to organize and staff the Advisory committee meetings.

Dennis Fay recommended that a specific proposal not be put forward to the legislature prior to the November election because it could jeopardize funding measures on the ballot this year. Ezra noted that the schedule could be stretched; the committee could continue to work on plan development during November and December with a bill

introduced in January. Dennis recommended we leave time in the schedule to do a cash-flow analysis. Ezra noted this will be done. MTC will develop a schedule through November for the next Advisory Committee meetings.

When asked, several transit agency members of the Advisory Committee stated a preference to defer the decision to use bridge group subcommittees to evaluate the projects until October. Attending several meetings would be a hardship for sponsors with projects in several bridge groups. Members of the CMA association also agreed to this approach.

### **Alameda County CMA Project Presentation**

Dennis Fay noted that 25% of bridge trips originate or end in Alameda County. Alameda County bears the brunt of a significant amount of regional congestion. The countywide plan includes \$1.5 billion worth of projects and programs that should be on the table for toll funding — though he does not expect all of this to be funded through new toll revenues. Dennis noted that many of the projects and programs have already been requested by sponsors.

### **City Car Share**

Elizabeth Sullivan gave an overview of the program based on the principles and performance measures in the project submittal sheet. She emphasized that car sharing allows commuters to forgo driving across a bridge because they can access City Car Share cars at their worksite for business or personal trips. City Car Share is requesting a one-time grant of \$3 million dollars to expand their fleet (and their coverage) by 50 to 100 vehicles. Howard Goode noted that this is a good example of a regional project that doesn't belong to any single bridge corridor. In response to questions, Elizabeth stated that the program aims to be able to fund both operating and capital replacement without subsidy. The current subsidy is about 35% and decreasing monthly.

### **Caltrans Infrastructure for Express Bus**

Rachel Falsetti presented a set of infrastructure improvements identified by Caltrans, in consultation with transit operators, to support express bus service serving bridge corridors. Rachel noted that many of the specific improvements are also included in the operators' proposals to the Committee. Identified improvements are summarized below:

HOV lane(s)	\$50 M
Interchange/ramp improvements	\$160 M
Park & Ride/Intermodal facilities	\$95 M
Smart corridor/ITS applications	\$10 M
Studies	\$4 M
Total	\$320 M

In response to questions, Rachel and Lenka Culik-Caro noted that the improvements in the San Mateo Bridge corridor are consistent with recommendations from the Bay Crossings Study. The reversible lane is not included in this proposal because it is still being studied. Ezra stated that the reversible lane will be evaluated as a candidate project.

Ezra expressed interest in meeting with a group to talk about the projects in the Benicia and Carquinez bridge corridors. Daryl Halls indicated he would help facilitate such a meeting.

### **BART I-680 & I-80 Corridor Studies**

Kevin Connolly presented a joint proposal by BART and Caltrans for \$2 million to study the I-680 corridor from the Benicia Bridge to Warm Springs. The study will investigate future transit and traffic management options. The study would identify ways to relieve bridge congestion; link transit, freeway and land use planning/policy; unite sub-regional studies; address new potential transit markets, and develop a phased implementation plan. BART also presented a proposal (jointly sponsored by Caltrans) for \$2 million towards an I-80 transportation alternatives study — evaluating the segment from Highway 37 to El Cerrito. The alternatives to be studied include increasing Capitol Corridor, operating passenger rail on UP to Hercules train station and operating passenger rail on BNSF to Hercules transit center.

### **Capitol Corridor**

Gene Skoropowski presented a proposal for significant capital expansion of the Capitol Corridor service. The goal of the expansion was to provide 32 trains/day by 2011. The request was for a total of \$110 million in capital funding, and no operating funding since this is expected to be provided by the state. Jean emphasized that riders of Capitol Corridor are all choice riders and thus, are all reducing the number of vehicles on I-80. In response to a question, Jean said that while the Solano Transportation Authority's expenditure plan for the half-cent sales tax includes some new stations, there is no duplication between his request and projects in the expenditure plan.

### **Next Meeting**

Friday, October 4, 2002 at 2:00 p.m. at the Alameda County CMA.